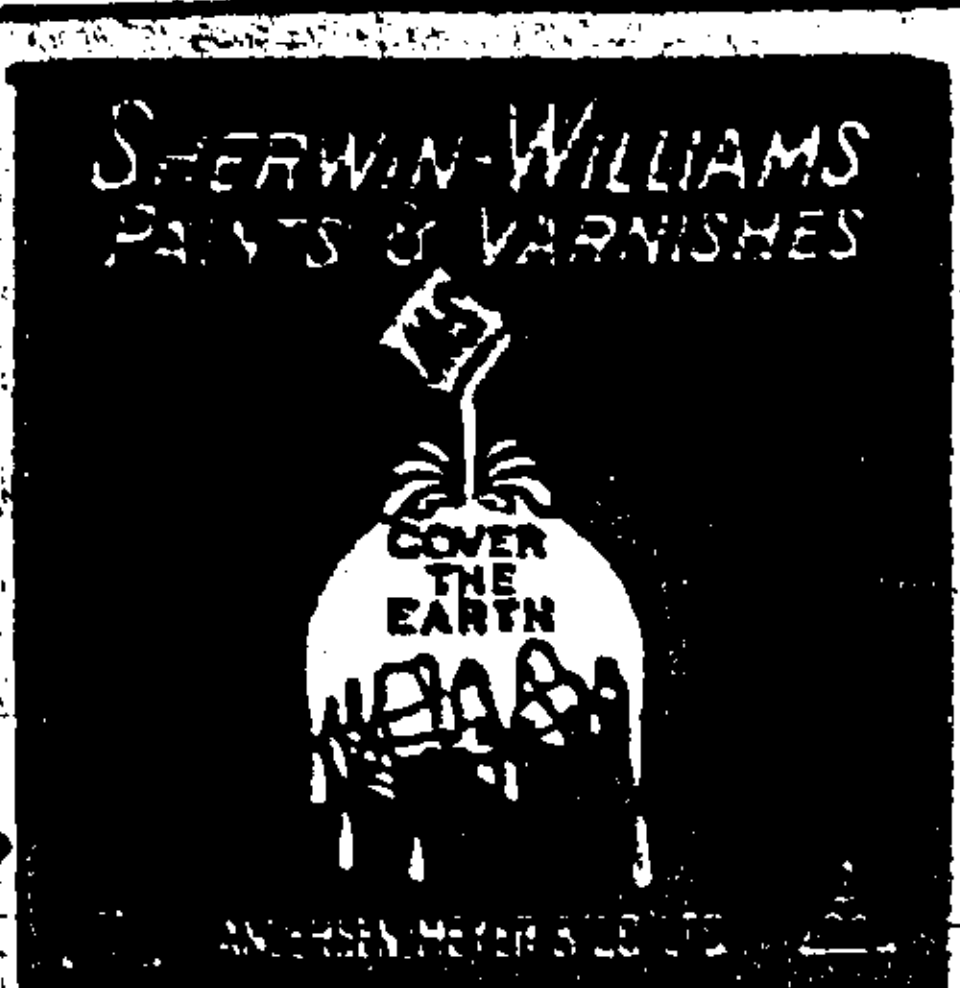




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REUTERS' TELEGRAMS.

PREMIERS IMPORTANT SPEECH.

THE RUSSO-POLISH QUESTION.

RESULTS OF SPA CONFERENCE REVIEWED.

London, July 21. In the House of Commons, on the motion for adjournment, Mr. Lloyd George made a statement with regard to the Spa Conference. He highly tributed the Greek troops for clearing up the situation in Asia Minor and expressed confidence that the Greeks would be similarly successful in Thrace. He was very hopeful that Turkey would sign the Treaty, because the Turks would recognise it as the best means of enabling Turkey to preserve the dominions left to her by the Treaty and to start life on a surer and sounder basis than in the past. The question of Poland had given the Allies very great anxiety. The Polish attack on Russia was reckless and foolish. The only excuse was Bolshevik interference in Polish affairs. Poland was legitimately afraid of Soviet Russia and was anxious to have some form of buffer state.

An independent Poland was essential to the whole fabric of peace. If the Bolsheviks over-ran Poland and they marched right up to the German frontier that is a great temptation to Germany. It would be a cheap way of escaping from their obligations if there were millions of trained men in Germany, and the effect of the Bolsheviks running over Poland might be to deprive the Allies of the fruits of victory. Therefore, the Allies had concluded that they must take steps to arrest the destruction of Poland and the march of Bolshevik armies through Poland. The Note sent from Spa to the Soviet Government was sent with the full consent of the Allies. The Allies had made it clear to Poland that they would assist Poland to defend her own frontiers and own independence. The Polish Premier undertook to withdraw the Polish army to the legitimate frontiers of Poland and to defend these frontiers and seek peace on that basis.

Mr. Lloyd George described the Soviet Government's Reply as anonymous and largely propaganda. As far as he could understand, the Soviet said they were willing to negotiate with Poland directly and they alleged that the Allies had treated Poland badly in fixing the boundary. They wanted to give more to Poland and promised to consider the armistice in a friendly spirit, but apparently, they were only prepared to discuss the matter with a proletarian Government. The Soviet was not entitled to dictate to Poland what sort of a Government it should have. In order to test the Soviet's bona fides, the Allies had advised Poland to apply to the Soviet for an armistice with a view to peace. In our reply to Moscow we were bound to make it clear that if, despite the Polish application for an armistice, the Russian armies still marched on, we should give Poland such assistance as we could. We were bound to do everything in our power to avert the wiping out of Poland which would be fatal to the peace of Europe. Mr. Lloyd George confirmed the Russian delegates to England remaining at Reval pending the Soviet's further reply. Time, however, was passing and France and Britain had sent envoys to Poland to investigate the question of assisting the people to defend their frontiers. France was sending General Weygand, and Marshal Foch would follow, if necessary.

Referring to Germany, the Premier thought that Herr von Reuter and Herr von Simons were honourable and upright men doing the best to cope with gigantic difficulties. They had clearly made up their minds to do their utmost to carry out the Treaty. But the Allies were not confident that they could do it. Regarding reparations, Mr. Lloyd George emphasised that complete understanding was reached by the Allies, and he confirmed the particulars already published.

Dealing with the question of coal, the Premier stated that of the difference between the export and inland price of German coal five marks per ton would be paid in cash to Germany and the balance be advanced to Germany for the purchase of food and clothing. He added that there was no doubt that the population was gravely underfed. The figures of infantile mortality were appalling while investigations bore out the assertion that miners were unable to turn out the quota of coal because they were underfed. Therefore the arrangement was made that more than half the commercial value of the coal would be advanced to provide necessary food and clothing. Regarding reparations, the Germans had submitted a general scheme for liquidating the reparation. That document was a most able and valuable one, as giving clear proof that the Germans were making a real effort to grapple with the problem of indemnity. There was no attempt at evasion. It was decided to appoint a Committee of experts to discuss the document with the Germans. Arrangements were also made at Spa enabling the question of war criminals to be dealt with effectively at an early date. Mr. Lloyd George remarked incidentally that it was not on the least clear that the delay in the arrests of criminals rested with the Germans. Regarding disarmament he opined that the naval portion would be completed by the end of September. Considerable progress had also been made with the military programme, but there were still 2,000,000 rifles in Germany unsundered, while although 25,000 guns had been surrendered, only about one half had been destroyed. The Allies were now destroying them at the rate of about 1,000 weekly. He estimated that there were still 900,000 armed men in Germany and also too much was material spread about the country. The Premier thought that the rifles had not been surrendered because the Extreme Right and the Extreme Left did not trust each other and not because they distrusted the Allies. The Allies were demanding that Germany insist upon both sections giving up their arms. The position was dangerous to the Allies, and they therefore had insisted on the issuing of a Proclamation demanding the surrender of rifles by September. In conclusion, Mr. Lloyd George eloquently compared the present position with two years ago when, almost to the very day, the Kaiser started from Spa after sending a message that his next stop would be Versailles.

Mr. Asquith, while regretting that the Powers had not succeeded in preventing Poland from embarking on her foolish adventure, agreed that Poland must not be over-run by Bolsheviks. The Allies should take steps on the initiative of the League of Nations.

Mr. Lloyd George, intervening, said that one of the most important portions of the Bolshevik Reply was a refusal to have anything to do with the League.

REUTERS' TELEGRAMS.

THE AMERICA CUP.

SHAMROCK BEATEN IN THIRD RACE.

Sandy Hook, July 21. Shamrock's victory in the second race was most popular. Sir Thomas Lipton is the centre of most extravagant enthusiasm. The finish was most exciting. The Resolute made a determined attempt to beat the Shamrock on time allowance.

THE THIRD RACE.

Sandy Hook, July 21. The third race was over a windward and leeward course. The Shamrock led at the start, but the Resolute crossed her bows an hour later and increased the lead to half a mile, rounding the half-way mark one minute and three-quarters ahead. On the homeward run, the Shamrock repassed the Resolute and finished eighteen seconds ahead. She was therefore beaten on time allowance by seven minutes and one second. A Navy "blimp" observing the race fell into Jamaica Bay. The crew and the newspaper men aboard were easily rescued.

MORE IRISH TROUBLE.

SERIOUS RIOTING IN BELFAST.

London, July 22. Serious rioting broke out in Belfast late on Wednesday night. The Police and Military were called out. Sinn Feiners, attacking the Police with stones and bottles, were dispersed by baton charges and the military firing blank over their heads. The rioters afterwards erected barbed-wire entanglements separating the Sinn Feiners and Unionists. There was considerable looting. Six public houses were riled and the streets strewn with beer barrels and beds. There was also shop-lifting, whilst several fires broke out. So far three are reported killed and thirty injured. The Military, armed with machine-guns, are establishing cordons in the disturbed area. Firing was continuing at 2.30 this morning.

SHIPYARD CONFLICTS.

London, July 22. Fighting is reported from Belfast shipyards. Unionists refused to work with Sinn Feiners driving them out, and some jumped into the river and swam away. A score were injured. Subsequently the Sinn Feiners stoned Unionist shipyard workers returning from work. Trips fixed bayonets and stopped the fighting.

COMPULSORY SERVICE WITH REPUBLICAN VOLUNTEERS.

London, July 21. A military lorry was ambushed last evening near Macroom, Ireland. The driver rushed through a hail of shot, but an officer was fatally wounded, as well as two soldiers seriously and three slightly. Re-common District Council has decided to impose on inhabitants between 17 and 40 years compulsory military service in the Republican Volunteers and a levy of sixpence in the pound to cover expenditure for their training and equipment, which the Volunteers will be authorised to collect. Another mail train was stopped by an armed band near Carrick-on-Shannon. The mails were removed. The first West Meath Sinn Fein Land Court has opened at Mullingar. There was a large attendance of solicitors, clients and the public. The proceedings progressed an hour when a large force of military and police arrived with an armoured car and the President of the Court dispersed the meeting on request.

EMPIRE FORESTRY COMMISSION.

RECEIVED BY HIS MAJESTY.

London, July 21. The delegates of the Empire Forestry Commission attended Buckingham Palace to-day. Mr. Mackay, of Victoria, presented an address to His Majesty, who, replying, specially welcomed the Overseas Members and congratulated the Home forest authority on joining hands with the Empire foresters so soon after the war. His Majesty expressed satisfaction that India and the other Dominions, where forest science was already a part of the national life, were placing their experience at the disposal of those parts of the Empire to which the importance of the subject was brought home for the first time by the experience of war.

Mr. Asquith, continuing, expressed satisfaction that the Spa Conference should see the desirability of revising the Treaty as regards coal and disarmament. He hoped that consideration would be further extended as experience was gained of the working of the Treaty.

Mr. Lloyd George, replying to a question by Mr. Asquith, said that he thought the German representatives at the forthcoming Conference at Geneva should come prepared with provisional figures regarding the amount payable to the Allies. But the final figures could only be settled when a decision was reached regarding Silesia.

Sir Samuel Hoare opined that eventually the Inter-Allied war debts would have to be wiped off and suggested that meanwhile, in order to dissipate French suspicions, our policy be dictated by material considerations. We should wipe out France's liability to pay us interest on the £255,000,000 owing us.

Mr. Lloyd George, winding up the debate, disclaimed British responsibility for Gen. Wrangel's operations. The Bolsheviks had offered an amnesty for Wrangel. We were anxious for peace on the basis of the independence of Poland. He referred to the false impressions in Russia as regards the British, which had led to the march against peace almost impossible. He believed that the Bolsheviks would be greatly mistaken if they thought that the Allies would not take steps on the initiative of the League of Nations.

REUTERS' TELEGRAMS.

RUSSIA AND POLAND.

A TEST OF SOVIET SINCERITY.

London, July 21. The British reply to the Soviet Note was despatched to Moscow last evening. It assumes that the Soviet is ready to make peace but suggests that some of the Soviet's arguments cast doubt thereupon. Meanwhile, in order to test the Soviet's sincerity, the Poles have been advised to apply for an armistice. If the Soviet declines and invades Poland, the British trade negotiations will be stopped and the Russian mission at present in Reval will not proceed to England until the question is settled.

A GERMAN DECLARATION.

Berlin, July 21. An official message states that Germany will continue to maintain complete neutrality on the Russo-Polish situation. The German wireless stations have resumed full and restricted operations and are proceeding on an even more intensified scale than before the war. Nauen station resumes sending out press news reaching to far distant countries.

GALICIAN FRONT PROTECTED.

London, July 21. A message from Warsaw says despite repeated Bolshevik attacks, the Galician frontier is sufficiently protected. The Poles securely hold the approaches to Brest Litovsk and also the Central Pripiet. The telegram adds that it is evident from last week's fighting that the Bolshevik push has spent itself and everything points to the situation becoming stationary.

LEAGUE OF NATIONS ASSEMBLY.

SUMMONED TO MEET BY PRESIDENT WILSON.

London, July 21. At the request of the Council of the League of Nations, President Wilson has summoned a meeting of the Assembly of the League at Geneva for November 15th.

JACK JOHNSON SURRENDERS.

Los Angeles, July 21. The boxer, Jack Johnson, who has for twelve months been a fugitive from justice, has surrendered to the American authorities on the Mexican border. He will be taken to Chicago to serve a sentence of a year's imprisonment for violation of the White Slave Act.

U.S. RAILWAYMEN'S WAGES.

Chicago, July 20. The Railway Labour Board shortly issues its first award with regard to an increase of pay for the country's two million railwaymen. It is reliably reported that the award will average 50 to 60 per cent. of the amount asked; in other words, about half a billion dollars.

THE WINGFIELD SCULLS.

London, July 21. The Wingfield Sculls rowed for from Putney to Mordake (the first race since 1914) were won by Beresford, Jr. His time was 23 min. 14 sec. Beresford represents Britain in the Olympic sculling.

PRINCE OF WALES INDISPOSED.

Launceston (Tasmania), July 21. The Prince of Wales has arrived here. He was vociferously welcomed. He is suffering from a slight attack of laryngitis and is unable to use his voice.

GREEK LANDING.

Constantinople, July 21. The Greeks landed yesterday at Rodosto and Ergli under the cover of British dreadnoughts without opposition.

THE SYRIAN TROUBLE.

London, July 21. It is stated from a French source that Emir Feisal has accepted the French ultimatum.

TO-DAY'S CHINESE TELEGRAMS.

THE SITUATION IN THE NORTH.

Shanghai, July 22. There has been no further fighting in the east or on the central front, but Tuan's commander, Ma Leung, after capturing Teikow will march to Tientsin, and severe fighting is predicted on this line. Owing to some parts of the railway having been destroyed by soldiers of both parties, the Diplomatic Corps has made a strong protest to the Government and insists on immediate repairs.

EARLIER TELEGRAMS.

THE PENNSYLVANIAN RAILROAD.

Philadelphia, July 20. The Pennsylvania Railroad announces a 10 per cent. reduction in the working force. The reduction is due to the necessity for economy in view of the fact that the expenditure has exceeded the income for some time. The reduction affects between 11,000 and 12,000 men in the eastern regions alone.

U.S. NAVAL DINGHIE DESTROYED.

Akron, Ohio, July 20. The United States naval dinghy "D-11" was destroyed by fire.

HONGKONG HARBOUR.

IMPROVEMENT SCHEME.

EXPERT ENGINEER TO ADVISE.

The Colonial Secretary (the Hon. Mr. A. G. M. Fletcher) writes as follows: "I am directed to inform you that arrangements have been made for Sir Maurice Fitzmaurice, C.M.G., partner in the firm of Messrs. Coode, Matthews, Fitzmaurice and Wilson, Consulting Engineers for Harbours, to visit the Colony towards the end of the year for the purpose of advising as to the steps necessary for the improvement and development of the harbour."

AN EXPERT.

As stated above, Sir Charles Fitzmaurice is a member of the firm of Coode, Matthews, Fitzmaurice and Wilson, who are Consulting Engineers for Harbours to the Crown Agents for the Colonies, as well as for Harbours and Docks at Singapore, Colombo, Lagos and other ports; and Chief Engineers of the National Harbours at Dover and Peterhead. Sir Charles himself has been Chief Engineer to the London County Council from 1901 to 1912. He was apprenticed to the late Sir Benjamin Baker, K. C. B., and in 1916-17 was President of the Institution of Civil Engineers. He is a Member of the Institution of Mechanical Engineers, Hon. Fellow of the Society of Engineers, Member of the Canadian Society of Engineers, Vice Chairman of the Engineering Standards Committee, Member of the Advisory Council on Scientific and Industrial Research, and has been Chairman of the Admiralty Advisory Committee on Naval Works; Chairman of the Canal Control Committee of the Board of Trade; Chairman of the Committee dealing with Civilian Labour in London Defences (War Office); Member of the War Office Committee on Hotted Camps; Member of the Advisory Council Science Museum; and Lieut. Colonel, Engineer and Railway Staff Corps.

In the course of his career, Sir Charles has done most valuable work as engineer of the Rotherhithe Tunnel, the new Vauxhall Bridge, the Kingsway and Tramway Subway (below street), the Electric Tramways in London, and the duplication and extension of the London main drainage system at a cost of £4,000,000.

It was in 1915 that Sir Charles visited Australia at the request of the Commonwealth Government to advise on Naval Harbours and Works. He visited the British front in Flanders in 1915, at the request of the War Office, to advise on questions of drainage, and he has also been engaged on the Forth Bridge, railways and docks in Canada, the Blackwall Tunnel and the Nile Reservoir Dam in Assouan, Egypt. He holds the Order of Merit, 2nd Class, and also the Telford and Watt Gold Medals of the Institution of Civil Engineers.

DELAYED.

The Leyland Hodgson Company has not yet arrived in the Colony, the boat by which they are travelling from Shanghai having been delayed owing to bad weather.

The performance for to-night advertised elsewhere in this issue, will therefore not take place.

THE WEATHER.

2 p.m. Barometer—29.37. Temperature—85. Humidity—79.

DON'T FORGET.

TO-DAY.

Theatre Royal—Leyland Hodgson Company—8.15 p.m. Coronet Theatre—8.15 p.m.

NOTICES.

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PHYSICIAN'S THERAPY No. 2.

PHYSICIAN'S THERAPY No. 3.

GENERAL NEWS.

NEW AUSTRIAN ANTHEM.

It is announced that the Austrian Government has decided to inaugurate a new "National Hymn." The old famous hymn composed in the year 1797 by Joseph Haydn is to be abolished. Chancellor Renner has written the words of a new hymn, and the composer Kienzl has set it to music. [Chancellor Renner is the statesman whose name heads the list of Austrian signatories to the Peace Treaty.]

PRINCE AS RIDER.

The Prince of Wales celebrated his birthday in Sydney by riding on the flat and over the battens at Randwick Racecourse. His opponents in the two spurts were Mr. Ken Austin on America's Daughter and Sue, and Mr. Allen on Belinda and Double Strength. His Royal Highness, who piloted Woorri and Prince Sand, won both events. The knot of spectators gave the Prince a splendid birthday ovation, and "wished him" in the most enthusiastic manner.

PORTUGUESE PREMIER DEAD.

Lisbon, June 5.—Colonel Baptista, Prime Minister and Minister of the Interior, died suddenly this morning at the Ministry of the Interior. Colonel Baptista became Prime Minister last March, at the end of the protracted crisis caused by the resignation of Senhor Domingos Pereira's Government. He had previously been Minister of the Interior in the very short-lived Silva Cabinet, an office which he continued to hold in addition to the Premiership. He came into power with a programme of public order and cheap food.

OUTRAGE IN NURSING HOME.

A dastardly attack on a European lady, Miss S. M. Ware, at a nursing home in Nairobi, of which she is the matron, is reported in a Central News message. Miss Ware, carrying a lamp in one hand and an infant in the other, was going to attend to a patient in one of the rooms at four o'clock in the morning, when she found some difficulty in opening the door. Suddenly she was confronted by a native, who slashed at her throat with a small knife and dashed out of the building. Although a rather deep incision was made in the lady's chin and throat, her condition is not serious. The culprit has not yet been arrested.

DOCTORS ON BRITISH SPAS.

The Bacteriological and Climatological Society of the Royal Society of Medicine held its annual meeting at Cheltenham Spa recently and elected Dr. Pardington of Tunbridge Wells, president for the year. The members were entertained at dinner in the evening by the Cheltenham Chamber of Commerce. Dr. Leonard Williams said that Cheltenham had the possibilities of one of the best spas in Europe. Its waters, baths, and educational facilities were second to none in the British Empire. Dr. Campbell McClure described the Pittville pump-room as the most magnificent spa building in Europe. The exterior of the bath-house, however, by contrast was horrible, though the interior arrangements were admirable. The one thing that had damaged spas in England was the careless and stupid attitude of municipalities. Cheltenham, however, had the advantage of a progressive corporation.

VESTA TILLEY'S FAREWELL.

Standing in the centre of a mass of magnificent floral offerings of appreciation, which practically covered the vast stage of the London Coliseum, the popular artist, Lady de Frece, far more popularly known as Miss Vesta Tilley, bade farewell recently to the stage and to the people whose affection she has won during her music hall career. "The people's tribute to Vesta Tilley," presented to her by Mr. Arthur Croxson, the manager of the Coliseum, consisted of an album with the signatures of many well-known persons, and nearly a million autographs of people who in days gone by filled "the pit" and "the gods" to see her performances. Addressing the audience, Miss Ellen Terry said: "I can never say what I think of this wonderful little lady. She herself does not know what she has done for Britain. She made Britain laugh when, God knows, Britain wanted laughter. After everyone in the house had stood to sing 'For She's a Jolly Good Fellow,' Sir Walter de Frece, from the Royal box, made a neat and witty little speech of thanks.

NOTICES.

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DULL TIMES PREDICTED.

There is probably no question exercising the minds of householders and retail merchants at the present time more than the vexed one of whether or not the price of clothing is to fall in the near future, says a Home writer. While there is a general consensus of opinion amongst those best qualified to judge, that for the next six months at least there will be no fall in the price of all kinds of garments, the situation is regarded with anxiety by manufacturers and retailers generally, owing to the many fluctuations in the markets, both in this country and abroad. Retail traders are also especially concerned with the question as to whether the public will be in a position by the end of this year to pay for the clothes, hats, and boots at the present rate and which show no tendency to become less.

LAVISH SPENDING ON DRESS.

There are already signs that the abnormal trade boom which has been in evidence during the past 18 months is falling off, and there are indications that, with the prospect of an increasing number joining the ranks of the unemployed, purchasers will become fewer. There is no doubt that for a considerable period following the Armistice men and women spent money lavishly on dress, and for a time retail traders found that the most expensive articles of clothing, millinery, boots and stockings were those most favoured by a large portion of the population who were participating in the high wages. This fact, coupled with the world shortage of raw materials, tended to send prices soaring, and in several of the staple industries, such as cotton and woolen manufactures, a period of wild speculation further tended to keep prices far above economic standards. In the early part of this year this boom reached its height.

Now a period of apprehension is causing anxiety, not only to the public and to manufacturers, but also to the Government, whose transactions in wool and other raw materials encouraged manufacturers to create huge profits, and make huge profits. Now the day of reckoning seems to be at hand, and it would appear as if everyone will have to bear a share in the unpleasant business of "counting the cost."

A BAD TIME COMING.

Many of the great industries of the country have already reached their limit in regard to the cost of production, of materials, and in their wage bill. Already many employees are working on short time, and the fear is that in a few months there will be a serious decrease in employment. Then will arise the question, where is the money to come from to meet the inflated bills for clothing, boots, hats, and stockings at their present high prices. In the case of women's garments especially a number of retail traders in Edinburgh are experiencing a decrease in their business since the beginning of the year. This means that the money is not flowing into the households in the same way as it has done for the past two years. The probability is that there will be very soon a return to much more economical methods in dress, and that the high-priced fancy articles will no longer find any place in the household wardrobe. There is no doubt that in many trades employers have reached a stage when they must consider whether it will pay them to "carry on," and if not a few instances they have realised that if prices cannot be got down there

GAVE HIS BLOOD FOR A STRANGER.

HEROIC EFFORT TO SAVE UNDERGRAD.

The story of how a stranger voluntarily gave a pint of his blood in a vain endeavour to save the life of the victim of a road accident was told to the Windsor coroner recently.

The accident was of a curious nature. Two undergraduates of Jesus College, Oxford, Sidney Harwin and Reginald Davis, were cycling along the Bath road towards London behind a steam lorry and trailer, in front of which, and going in the same direction, was a pony and trap. Near Colbrook the cyclists attempted to pass the lorry but at this moment a motor-car, travelling towards them, turned into the road to avoid the pony and trap.

Davis spurred in front of the lorry and drew safely in to the roadside, but his colleague, Harwin, collided with the mudguard of the motor-car, and was thrown under the wheels of the lorry.

Cecil Ernest Weeks, of East Lodge, Colbrook, who was cycling in the rear, saw the accident and assisted to take Harwin to the King Edward VII. Hospital, Windsor.

Here Sir Joseph Skevington, one of the hon. surgeons, declared the only chance of saving Harwin's life was by an infusion of blood.

Although a complete stranger to the undergraduates, Mr. Weeks immediately volunteered to give his blood, and about a pint was infused. Unhappily, the sacrifice was in vain, death resulting the next morning from the injuries.

The heroism of Mr. Weeks was commended by Dr. Neill Macleod at the inquest, and the coroner and jury added an expression of admiration and appreciation of a sacrifice few would have made for a stranger.

Mr. Weeks, who looked very pale and was seated while giving evidence, was one of the witnesses at the inquiry.

"READY-MADES" DEARER.

Experts are convinced that for some time to come there will be no general fall in the price of ready-made and other classes of garments. The goods which are now being sold in the shops were priced on materials for which contracts were signed more than a year ago, and since then wages and other costs have steadily risen. At recent sales in London buyers from Edinburgh discovered that for ready-made goods there was hardly anything being offered which was of such good quality as the goods which are at present in the shops, while the wholesale price had actually advanced.

So long as the demand in this country and abroad continues to exceed the supply, the big manufacturers and the wholesale firms are confident of clearing their stocks at the present high prices. The trouble will come probably by the end of the year, when manufacturers may seek to secure higher prices for future deliveries of goods. It will then be seen whether the public, out of sheer inability to face the high prices, will be forced to do what they have been urged to do for many months past—buy only what is absolutely essential for their needs. It is by a policy of drastic economy in the matter of purchasing clothes that the public can do their bit in assisting to bring down the costs.

NOTICES.

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BRITISH PLANS FOR BOMBING BERLIN.

WAR OFFICE SECRETS NOW REVEALED.

The Daily Chronicle has been given permission to reveal for the first time the British plans for one of the most daring coups of the war—the bombing of Berlin.

This attack was on the point of being carried out when the armistice was signed.

There were two plans approved by the War Office, and a souvenir of one of them is among the highly interesting items in R.A.F. section of the National War Museum to be opened.

A Daily Chronicle representative, who was shown the map and a specimen of a 3,000lb. bomb—the most gigantic of its kind in the world—had the details of the Berlin bombing schemes related to him by an Air Ministry official.

No novelist could have conceived a more daring or dramatic enterprise.

The first plan was the dispatch of half a dozen secret machines built by the Handley Page Company. These were loaded up with 1,600lb. bombs and lighter projectiles, and everything was ready for the start from a point on the East Coast.

AT BERLIN AFTER DARK.

To avoid a mere sanguinary expedition against the civil population, a map, which now rests in a showcase, with all the military objectives carefully marked, was in the hands of the captain, who also had on board a wireless direction-finder.

The route, which lay over the North Sea, was a distance of approximately 500 miles, and another 600 miles back, with no stops.

It was intended to begin the journey in the early afternoon, and to reach Berlin just after dark.

This raid was to have been the beginning of a series of attacks, for which many months had been spent on preparation. The machines, which were from the Independent Air Force, had been provided with extra petrol tanks.

ZEPPELIN RELICS.

The second plan, which was all ready, was to bomb Berlin from the other side by means of a party of machines to cross the German frontier near Prague, Bulgaria then having surrendered. From Bulgaria the route would have been longer than that taken from the British coast.

No less accurate than our map of Berlin, with its military objec-

GOODYEAR COMPANY.

PROPOSED FACTORY IN PHILIPPINES.

The Philippine Government is seriously considering specific action to abrogate the limitations imposed in the public lands act in order that the Goodyear Tire and Rubber Company may make a plantation and factory investment in the Mindanao region involving an initial expenditure, it is understood, of \$30,000,000. The company became interested in the project following suggestions made to it by James J. Rafferty in behalf of the bureau of commerce and industry and by Arsenio Luz, who is in charge of the New York agency of the bureau.

Mr. Luz and Mr. Rafferty, it is understood, have both conferred on different occasions with the officers of the company at Akron, Ohio, to the end that the company is convinced that with adequate support from the Philippine Government the venture can be made with safety.

The prime requirements of the company are (1) public lands in excess of the 1,024 hectare limit contained in the public lands act, and (2) an assured supply of labour. The land would have to be extensive enough to be converted into a plantation sufficiently large to supply all the crude rubber required for the factory, and probably an additional supply for export. There are immense areas of land in Mindanao and on the island of Basilan that could be selected.

The company, in return, proposes to maintain hospitals and a medical nursing staff to safeguard the health of its employees. It also proposes to maintain schools for the instruction of employees' children. The attitude of the Government is understood to be in every way favourable to the project. The public lands act contains a clause providing that such specific action liberalizing the conditions of the act may be taken by the legislature, to which body the proposal of the Goodyear Company is to be recommended.

Lines clearly delineated, is the Zeppelin map of London, taken from a captured airship, and showing the pilot's course marked in pencil. Other captured German maps show our North defences.

Another reminder of war days and our airmen's great deeds is the "Sea Camel" flown by Lt. G. G. G. from off a raft, and on which he brought down a Zeppelin over Borkum.

Remains of a Gotha, crashed near London, and other relics fallen on our shores, go to make up a section of intense interest.

NOTICES.

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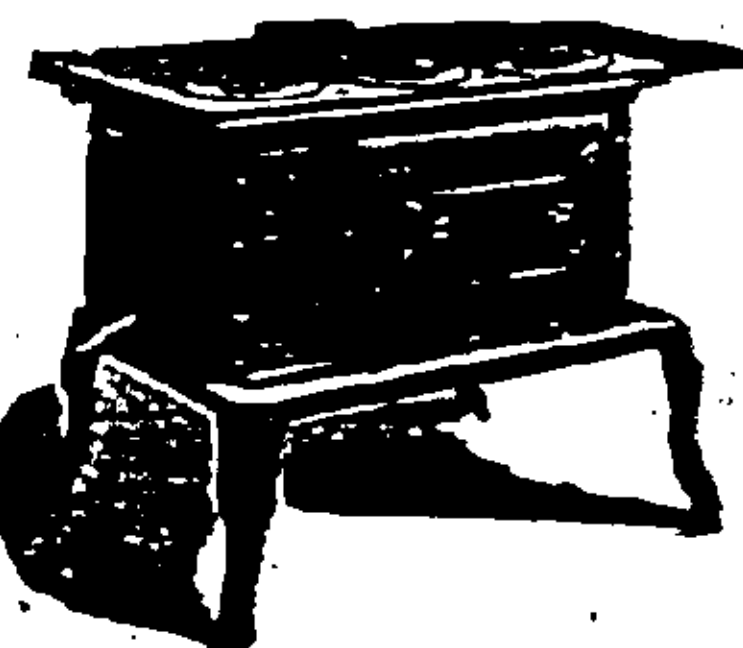
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CANADIAN NEWSPAPERS'
STRUGGLES.

EFFECT OF PAPER PRICES.

Toronto, May 12.—The rise in the cost of paper continues to produce mortality among Canadian newspapers. A few days ago the Toronto World, which was established nearly half a century ago, and under the control of Mr. W. F. Maclean, M.P., has been among the most virile journals of Canada, was forced to make an assignment. It is hoped that a reorganization will be effected and the paper continue, but as yet the necessary new capital has not been obtained. Some months ago the Brantford Courier was absorbed by the Express of the same city. The St. Catharine's Journal, with a long and honourable history, has also ceased publication. A year or more ago the Toronto Times closed its doors, and in Montreal and the West there have been suspensions or amalgamations of various daily publications.

The Regina Leader, one of the most prosperous of Western dailies, has just published instructive figures of the rise in paper prices. In 1916 the price was 2 cents per lb. or 40¢ per ton, as compared with \$120 per ton since April 6. The total annual cost of paper to the Leader advanced from \$54,000 in 1916 to \$108,000 at the close of 1919. The further increase for Western papers announced in April will add \$34,000. Thus the total increase for 1920 will be \$108,000. Owing to lower freight charges, explained by shorter haulage, prices of paper have been lower in the older Provinces than in Western Canada, but even for the dailies of Montreal and Toronto the price will be at least \$100 per ton. This for some of the chief journals will mean a total annual increase of \$200,000 or \$350,000 in the cost of paper above that of four or five years ago.

The charges of the Postal Department for transportation will also be increased. It is proposed that within a distance of 40 miles from the place of publication newspapers and periodicals shall be transmitted free of postage, but if required to be carried for a greater distance the present rate of 14¢ per lb. shall be increased to 1 cent per lb. from January 1, 1921, to January 1, 1922, and 12¢ cents thereafter. The annual loss to the Postal Department from carriage of newspapers and periodicals is put at \$6,000,000. This has been justified as a Press subsidy owing to the great distances over which newspapers have to be distributed in Canada and the desirability of assisting Canadian publications to obtain a national circulation.

The free zone is an additional bonus designed to benefit weeklies and the dailies of the smaller centres. There is, of course, a preference for the less important newspapers, and notwithstanding the argument that for national reasons the chief newspapers should have a national constituency the revenue from newspaper postage is obtained chiefly from the papers of general circulation. Generally the street prices of newspapers have been doubled and advertising charges have increased from 50 to 100 per cent.

AMERICAN COMPETITION.

There is a prospect, however, that higher paper prices, will reduce the circulation of American publications in Canada, and thus indirectly benefit Canadian newspapers and periodicals. For example, the Philadelphia Saturday Evening Post, which has sold in tens of thousands in Canada, has ceased to supply Canadian news-dealers and sends only to mail-subscribers. It is also stated that these subscriptions will not be renewed unless a greater supply of paper becomes available. Other American magazines are putting two issues into one for Canadian subscribers, and it is expected that American dailies will be withdrawn from Canadian news-stands. Toronto now receives 34 tons of American magazines as against 61 tons a short time ago, and there will probably be a rapid and continuous reduction in the supply until practically only old subscribers will receive American periodicals. Canadian magazines and periodicals have suffered greatly from American competition. Unable to secure any considerable market in the United States such periodicals have had to be content with a comparatively small circulation. With income affected by circulation they have not been able to command the revenue necessary to aggressive competition with the periodicals which sell all over the Continent. An

JAPANESE SUFFRAGE
CAMPAIGN.

POLICE STOP A MEETING.

Tokio, July 13.—A conspicuous feature of the pro-suffrage agitation was calling out by the government thousands of police reserves, who were joined last night by a company of gendarmes.

Though marked by violent denunciatory orations, the mass meetings took the form of peaceful protestations, except when the police stopped unlicensed meetings. After the meetings were broken up scuffles and fist fighting took place, arrests were made, the police employing judo masters to round up the recalcitrants.

The newspapers charge that the police in making arrests and the gendarmes in clearing the streets, used needless brutality.

Premier Hara joined in the admiration of the conservative element of society for the firm handling of the situation, which it was pointed out, might easily have aggravated into lawlessness by the thousands whom the financial depression has thrown out of employment.

The agitation was confined to the larger cities, the farming classes, like the peasants in the French and Russian revolutions, remaining indifferent. The cities demand political reforms, but the government officials claim the agitation is provoked by the opposition as a means of causing the downfall of the cabinet, and that there is no genuine national support of the movement.

The suffragists argue that the time has arrived in enlightened Japan when every man should have the right to vote.

opportunity now offers to improve their position, but only if adequate supplies of paper can be secured. Unfortunately British publications may also be affected by the reasons which compel those of the United States to restrict circulation.

During the war prices of newspaper for Canadian newspapers were arbitrarily fixed by the Government at lower figures than sellers could obtain from American publishers. To this regulation the paper mills submitted under protest. They held, and perhaps with reason, that the regulation was unjust and discriminatory, that like other manufacturers and producers they had the right to sell in an open market, and that so long as higher prices were not exacted in Canada than could be obtained elsewhere no fair ground of interference by the Government could be established. Finally one of the mills challenged the power of the Board of Commerce to fix prices of newspaper, and the Supreme Court, affirming that news paper could not be regarded as a necessity of life, gave judgment for the complainant. There is no likelihood that the Government will contest the decision or suggest new legislation to control paper prices.

PROSPEROUS PAPER MILLS.

In the meantime Western Canadian newspapers find it difficult to secure supplies, while the demand from the United States is so great and so urgent that it cannot be fully met even at the most extravagant prices that may be offered. Naturally the paper mills are very prosperous, and the pulp and paper industry steadily expands. It is estimated that \$240,000,000 are now invested in the industry in Canada, that 25,000 persons are employed, and that the total value of pulp wood, pulp, and paper exported in the last fiscal year was \$115,000,000. There is said to be a shortage in the American supply of between 500,000 and 700,000 tons, or from five-eighths to seven-eighths of the total Canadian output.

It is not admitted that there is any element of justice in the demand of Washington for removal of the restrictions upon the export of pulpwood. The wood belongs to the provinces. It is not under Federal control, and the Dominion has no power to coerce the provincial Governments. It is held that so long as there are no restrictions upon the export of paper, the right of the provinces to compel manufacture in Canada cannot be fairly attacked. Moreover, the United States sells to the Dominion goods and raw materials to the annual value of \$746,000,000, while the United States takes from Canada goods and products to the annual value of only \$454,000,000. There is no disposition to be unneighbourly, but there is a common and growing feeling that the raw materials of Canada should be manufactured in the last process in Canadian factories.

KHAKI NOT TO BE ABOLISHED

CONDITIONS OF RETURN TO FULL DRESS.

Mr. Churchill made a statement in the House of Commons recently on the proposed return to full dress uniform in the Army.

Answering a number of questions, the Secretary of State for War said the only expenditure that would fall on this year's Estimates was in respect to the Foot Guards, who were to be immediately supplied with full dress for the current year.

The Household Cavalry had had full dress throughout the war, and it was only a question of maintaining it.

The rank and file, of course, would have a free issue. Officers would receive, on entrance, a grant of £150 towards the cost of uniform, and those who joined during the war would receive £150 less the amount of outfit grant already received—in many cases £42 10s.

FOR CEREMONIAL DUTIES.

The re-issue of full dress to the Guards and Household troops stood in a special position owing to the ceremonial duties they discharged in the capital of the Empire.

Full dress issues to the other units which his military advisers considered desirable would be spread over four or five years. If necessary the programme would be lengthened.

No existing stock of khaki or khaki uniforms would be wasted. Khaki, with cap or steel helmet, would remain permanently the working Service dress of the whole Army. There had never been any question of its abolition.

The only question now before them was the issue of full dress uniform to the Guards and its retention by the Household Cavalry. This would mean an expenditure not of £3,000,000, but of £100,000 for the ranks and £20,000 for the officers—£120,000 in all. This had already been included in the Estimates of the present year.

SAVING 7,000 "BEARSKINS."

If they had decided against reclothing the Guards in full dress and against maintaining that of the Household Cavalry they would have had to supply them with another complete outfit of khaki at a cost of £30,000. The total new expenditure was therefore £130,000, not £3,000,000.

Abolition of full dress would have meant that the uniforms of the Household Cavalry and of the Guards bands, together with 7,000 bearskin helmets now in stock, would have become useless, and this would have meant a waste of £20,000.

He added that it was not proposed to abolish the stand-up collars for military uniforms. They were not more irksome than the stand-up collars of civilian dress, and, moreover, admitted economy both of time and of collar.

"PRICE OF ESPRIT DE CORPS."

Mr. Palmer asked if £13,000,000 was not consideration at this time, and if Mr. Churchill thought it was necessary to buy recruits with uniforms, but he considered that the historic uniforms of the British Army carried with them a sense of continuity and regimental tradition valuable not only for recruiting, but for the discipline, conduct and high reputation of the British units.

Mr. Churchill said he would be ready to debate the matter if there was a general desire. He did not take the view that it was necessary to buy recruits with uniforms, but he considered that the historic uniforms of the British Army carried with them a sense of continuity and regimental tradition valuable not only for recruiting, but for the discipline, conduct and high reputation of the British units.

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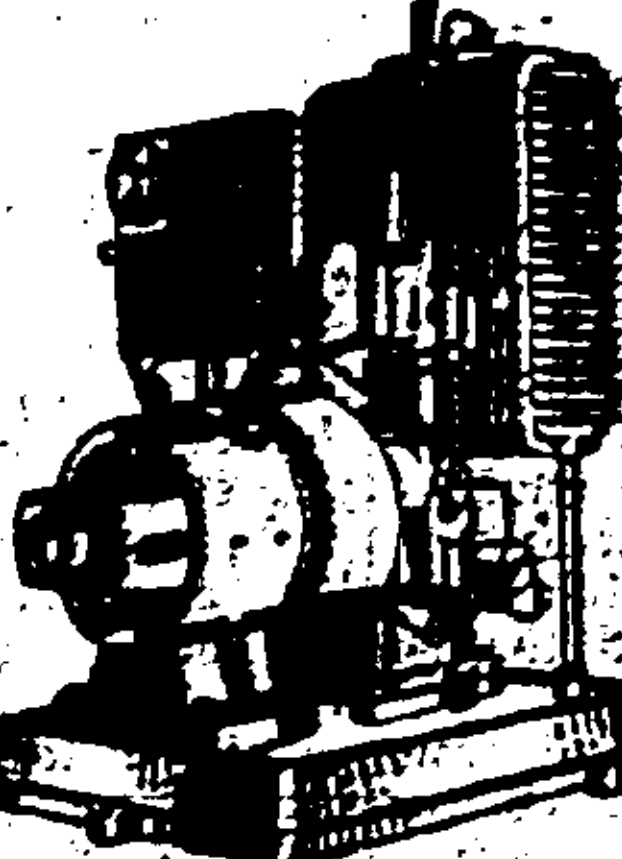
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LIVERPOOL SERVICE

(Direct or via Continental Ports)

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 "ALCINOUS" 14th August Havre and Liverpool
 "BELLEROPHON" 20th August Genoa, Marseilles & Liverpool
 "RHESUS" 7th Sept Havre and Liverpool

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(via Kobe and Yokohama)

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 "TALTHYBIUS" 26th August
 "TYNDAROS" 6th October

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AGENTS.

BUILDING IN SHANGHAI.

A BUSY TIME.

The report of the Commissioner of Public Works at Shanghai for June states:

It is interesting to note that despite the ever increasing cost of almost all building materials the building trade locally still flourishes, there being at present more blocks of new buildings under construction than at any one time during the past 10 years. The average yearly number of building permits issued during that period being 530, whereas already this year over 400 permits have been issued.

This month there have been 397 blocks of buildings in course of construction in different parts of the Settlement.

Some idea of the increasing amount of Departmental work in connection with permits may be gathered from the fact that in 1910 the total number of permits of all kinds issued was 8,767 as against 13,983 last year and 9,152 during the first six months of this year.

Although for some years past the number of Foreign and Chinese dwelling houses erected in the Settlement has steadily decreased the number of offices and manufacturing buildings erected shows a marked increase.

Despite the fact that the estimated value of buildings for which permits were issued last year reached the large total of Tls. 3,850,000, there is every reason to believe that this figure will be very considerably increased this year.

ACCIDENTALLY SHOT.

A SOLDIER ACQUITTED.

Allahabad, 25th June.—At the Allahabad High Court to-day, before Mr. Justice Turnbull and a jury, the trial took place of Trumpeter Leo Walker of the 21st Lancers, Meerut, on a charge of causing the death of Ragho Dass, a Fakir, in a grove of the Balnak Temple by shooting him with a gun while out shooting with some friends. It appears a peafowl was shot and the deceased came out brandishing a pole and during an altercation which followed deceased was shot dead. Mr. Walsch, Government Advocate, pointed out to the jury that it would be their duty to find whether deceased was shot by accident or in self-defence or otherwise.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

The Steamship

S. S. "LAKE GITANO"

From CALCUTTA via PENANG and SINGAPORE.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on July 26th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns and all goods remaining undelivered after July 27th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

As Operators.

U. S. Shipping Board.

Hongkong, 19th July, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S. S. "ARCHER"

From SAN FRANCISCO via HONOLULU, YOKOHAMA, KOBE, SHANGHAI, MANILA, ILOILO & CADIZ.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

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No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after July 29th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.

As Operators, U. S. Shipping Board.

Hongkong, 21st July, 1920.

CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"ELDRIDGE"

having arrived from Seattle via ports, on the 22nd inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 23rd inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after July 29th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.

United States Shipping Board Emergency Fleet Corporation Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions, Hongkong, 21st July, 1920.

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

From ANTWERP, MIDDLESBRO, LONDON and STRAITS.

The Steamship

"BENLAVERS"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 31st inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 19th July, 1920.

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BURGLAR-PROOF SAFES

THEY ENSURE SAFETY OF YOUR VALUABLES AND EASE OF HEART.



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CONSIGNEES.

THE ADMIRAL LINE.

NOTICE TO CONSIGNEES.

The Steamship

"ALLOWAY"

having arrived from New York via ports, on the 21st. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on the 24th by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after the 25th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.

United States Shipping Board Emergency Fleet Corporation.

Barber Steamship Lines, Inc. Operating Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions, Hongkong, 20th July, 1920.

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Regular monthly service between

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FOR ROTTERDAM AND HAMBURG. S.S. "TJIMANOEK" October.

FOR AMSTERDAM AND HAMBURG. S.S. "KANGAEAN" November.

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"VAN WAERWYCK"

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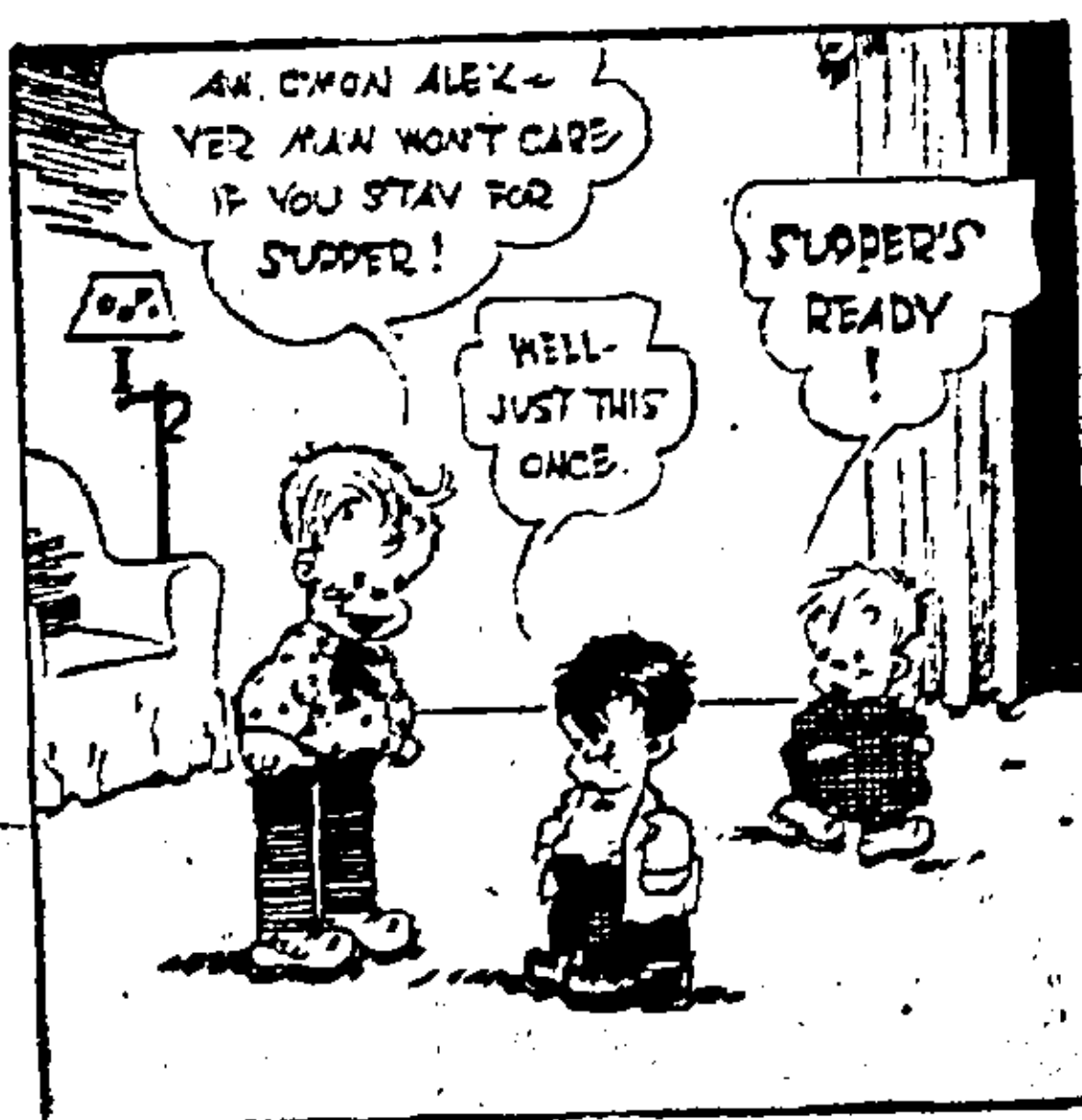
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MARRIAGE.

SCRIVEN-STOKES.—On the 22nd July, 1920, at St. Andrew's Church, Kowloon, by the Rev. Reginald Lindsay, M.A., Henry Ernest, elder son of Mr. and Mrs. John Scriven of Sheffield, England, to Jessie Frances, only daughter of Mr. and Mrs. W. J. Stokes, of Kowloon.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 23, 1920.

WHEN?

When Robert Burns wrote "The best laid schemes of mice and men gang aft agley" he might have added, if he could have dreamt of the position of Hongkong's housing, "and many schemes fizzle out." He may have chosen more poetic language than that, but the burden of his song would have been the same. If one cares or dares to look back and review all that the Hongkong Government has promised us with regard to housing and compare those promises with actual achievements there is discovered absolutely nothing in common between them. We are anxious to avoid a carping tone on this subject, but the community has suffered so many disappointments and is still suffering so actively from the housing shortage that it is high time we glanced back to see just how badly it is that the Government has let us all down.

It was in the early part of 1919 that the housing problem came into real public prominence—a prominence that was heightened by the attitude of the Government itself. The public was led to hope and expect something that it has never had given it. Mr. Claud Severn, who was the then Officer Administering the Government, even went so far as to indicate certain definite schemes that were to be undertaken by the Government. We all looked forward to a Government Hotel and flats in Kowloon. We were also led to believe that a very big project involving practically the rebuilding of the City of Victoria, had been submitted to the Imperial Government for approval. And since that time there have been many Government statements on the matter: how the Government intended doing this and that. But do we seem any nearer the realisation of any of these promised things? So far as we can hope to divine the official mind, the latest development is the complete abandonment of some of the Government's earlier proposals and a concentration on the preparation of bill sites so far as Hongkong itself is concerned. We can see that the preparation is going on, but it is patently a slow and expensive process and has been made contemporaneous with the building of a scenic road round the harbour side of the Peak that can never be of any use for building purposes. How much Lugard Road is costing the Colony would be interesting to know. Looking to Kowloon, we are reminded that the Government has promised us the opening up of King's Park. That was quite a recent promise we admit, but when is anything going to be done in the matter? Must we always be kept waiting, even though there is a really serious shortage? With a seeming magnanimity the Government was at one time going to loan money at a reasonable rate of interest to persons interested in building. The announcement was intended to be in the nature of an inducement and encouragement, but private applicants have now been encouraged to the extent of being told that their applications have had to be left over. One might ask "When till?" Looking at the matter as generously as one can, the Government has placed itself very much in the position of a false comforter. It has raised hopes only to disappoint; it has spoken of housing as something immediately required, only to continue its bad habit of procrastination; and it has manifestly been premature with offers and schemes that seem as distant as ever of materialising. We didn't expect all we asked for, but we did expect something. We actually have nothing, or at least, next to it.

True it is that a few flats are going up in Hongkong and Kowloon, but the most important row now building on the Peninsula is hardly the class of thing required. Back to back to an existing block, the servants' quarters and kitchens seem to be as dangerous to health as anything we have noticed. They might very easily be a direct encouragement to the disease that the Medical Officer of Health has so recently spoken about. Are we so cramped for space that this need be? The King's Park scheme would give us semi-detached houses and bungalows in a healthy locality and with plenty of room, and that is the need of residents more than anything else. In all seriousness we ask the Government when is it going to move along the lines it has indicated itself? When is it going to make provision for the roads and conveyances that will make the many acres on the Kowloon side attractive to builders and residents? When is it going to hurry with its Hongkong scheme? These sound very much like forlorn queries, but, with a little energy and application, the Government might easily transform them into bright visions reasonably near to attainment. We have hoped for so much. We have got so little.

NOTES & COMMENTS.

THE YACHT RACES.

Britannia's world over are extremely hopeful of Sir Thomas Lipton at last securing possession of the America Cup after four efforts spread over more than twenty years. The contest is decided on five races, and inasmuch as Shamrock IV has won the first two of these she is in the enviable position of only having to win one more, whilst the Resolute, having only one win to her credit, will need to be victorious in the two remaining races if the trophy is to remain in America's possession. If the Shamrock does win, it will be the first time that the cup has ever been won by a British boat, despite the fact that the first contest took place so long ago as 1851. Since that time, not counting the present series, there have been no fewer than thirty-two separate races, in all but one of which American yachts have been victorious. The exception was in the year 1871, when the British boat Livonia won the third of the series of five races through the Columbia becoming disabled. However, the latter yacht had won the two previous trials, and with a new yacht, the Sappho, the Americans were successful in the two remaining races and thus won that year by four races to one. In 1895, the competing boats were the Defender (America) and the Valkyrie III (England). The first race of this series was won by the Defender, whilst in the second the British yacht came in first but was disqualified for fouling the American vessel and the race was awarded to the latter. The Valkyrie then withdrew and the Defender had a walk-over in the next race. Sir Thomas Lipton made his first attempt to wrest the cup from America in 1899, with Shamrock I, which met with no success. In 1901, Shamrock II finished first in the third race, after two wins by the Columbia, but she lost the decision on time allowance. The last races were in 1903, when the Reliance beat Shamrock III in the first two races and also won the third through the Shamrock being lost in a fog.

HISTORY OF THE CUP.

It will be interesting at this stage to recall the history of this cup, which Sir Thomas Lipton has made so many attempts to win. As we have stated, the trophy was first competed for in 1851. It came about in this way. One J. C. Stevens commissioned a well-known New York ship-builder to construct a racing schooner to visit England in the year of the Great Exhibition, and the result was the yacht America, of 110 tons. She crossed the Atlantic in the summer of 1851, but failed to compete for the Queen's Cup at Cowes, although the Club threw the prize open to all the world, as her owner declined to concede the usual time allowance for difference of size. The members of the Yacht Club, not wishing to risk the reproach of denying a stranger a fair race, decided that the match for a cup given by the Club (to be sailed around the Isle of Wight) should be without any time allowance. The America, thus exceptionally treated, entered and competed against fifteen other vessels, beating the Aurora and winning the trophy by a sufficient margin even to discount any time allowance had there been one insisted upon. The prize was eventually given to the New York Yacht Club and constituted a challenge cup, called the America Cup, for the yachts of all nations, by the deed of gift of the owners of the winner. America has held it ever since against all comers. Will she have to yield it up now?

WARNING STILL.

The Great War has not proved to be "a war to end war" after all. In Russia, Syria, Mesopotamia, the Near East and even China there are wars of varying kinds still going on. Efforts have been made to compose the Russo-Polish strife, but they appear to have been futile. And France is having trouble in Syria, over which she has been given the mandate. Apparently, a state of war now exists between the French and the King of Syria, and the former is taking military action which is described as being necessitated by circumstances. What about the League of Nations Covenant in all this? By it, any war or threat of war was declared a matter of concern to the whole League, by whom such action as is deemed wise and effectual was to be taken to safeguard the peace of nations. Surely this Syrian matter is a case very much in point.

DAY-BY-DAY.

SIN HAS MANY TOOLS, BUT A LIE IS THE HANDLE WHICH FITS THEM ALL.—Holmes.

Dr. G. W. McKean left by the s.s. China to-day.

A night fete is to be held at the V.R.C. at 9 p.m. to-day.

There was a clean bill of health in the Colony yesterday.

The Empress of Asia, which was due here this morning, has been delayed in Manila owing to the typhoon. She will arrive here to-morrow afternoon.

A fine of \$50 was to-day inflicted by Mr. N. L. Smith at the Police Court on a Chinese who was arrested yesterday in possession of 300 rounds of ammunition.

Orders for the Cadet Company of the Hongkong Volunteer Defence Corps, by Lieut. A. O. Brown, state—Parade—Bathing—Launch will leave Blake Pier on Wednesday, 28th instant, at 5.15 p.m. and call at Kowloon ten minutes later. Officer detailed for duty—2nd Lieutenant B. J. M. Weyman.

To-morrow's Pictorial Supplement will contain several photographs of local interest. These include pictures taken at the weddings of Mr. T. C. Nixon and Miss Dora Dodwell, and of Mr. H. S. Hurley and Miss Minnie Goldenberg; two "Black Cat" photographs; as well as a portrait of the new Bishop of Victoria, Hongkong (the Rev. C. R. Duppuy).

A call was received by the Fire Brigade at 12.05 this morning, a fire having broken out in the cockpit of a printing shop on the ground floor of No. 115 Queen's Road West. Damage to the extent of \$1,000 was caused to property before the fire was put out. The shop is insured with the South British Insurance Company for \$4,000.

Because another woman had seduced her husband and had alienated his affections from her, a Chinese woman in the street yesterday gave the temptress a sound thrashing which resulted in both parties being taken to the Police Inspector, charged with fighting. The temptress in question duly made her appearance on the calling of the case before the Magistrate this morning, but the other woman did not. Apparently her courage had failed her, and the case was dismissed.

Burglaries have become a frequent feature in the crime records of the Wanchai district, and one of these customers who was caught red-handed early this morning inside No. 9, Leighton Hill road got three months from the Magistrate. His excuse was that he took refuge in the house from the heavy rain, but as it was disclosed in evidence that the front door was securely locked and that he could not be in the place where he was found without scaling the twelve foot back wall, his story was not believed.

Commercial houses will possibly be interested in any suggestion that has for its object the saving of cable expenses, and an advertisement in this issue calls attention to Keegan's International 3 letter code, by which it is claimed that code offers a method of cabling that will cut the cost of the average coded telegram at least 35 per cent. Many well-known firms out East have taken this code up and it certainly contains features that make it extremely attractive from the economical point of view.

On enquiries at the Police Office this morning we learn nothing further beyond the news contained in yesterday's Telegraph concerning the gunboat Kongku which went ashore near Castle Peak. There has been no confirmation of the report that an engagement with the Canton Government cruisers sent out in chase preceded the incident. The Kongku at the present moment is considerably below water, and one of the local Chinese ship-repairing concerns is engaged in the salvaging of the vessel, which will eventually be towed into the harbour.

STORM SIGNALS IN HONGKONG.

THE PRESENT SYSTEMS EXPLAINED.

Storm warning signals have been displayed in Hongkong since 1884, during this period the form of the signals and their significance have been modified from time to time. It may therefore be of interest to cast a brief glance backward and compare the early storm signals with those at present in use.

The Hongkong Observatory commenced operations in 1884; although storm warnings do not seem to have been specifically included in the programme of work, the staff appear to have undertaken the responsibility at a very early date, for in August, 1884, the first code of storm signals was gazetted. The signals were four in number, the familiar Cone, Drum and Ball. They were red in colour and had the following significance:—

The Drum and Ball indicated the existence of a typhoon to the east or west of the Colony. The Cone, point upwards, indicated a typhoon in a latitude more northern than the Colony, or progressing towards north; with the point downward, the Cone indicated that the typhoon had a more southerly latitude than the Colony, or was progressing towards the south. It was emphasised, both in the original notice and in subsequent references in the Observatory publication, that these signals did not imply the approach of a typhoon to the Colony, or the anticipation of bad weather here. When there was reason to believe that either of the foregoing was probable the Colony was warned by a gun, fired once when a gale was expected, twice when wind of typhoon force was expected, and again fired once when the wind was expected to shift suddenly. In connection with this code it was stated that the signals were intended to call attention to the information printed in the China Coast Meteorological Register. The drum was first hoisted on September 8th, 1884.

The object of the code is clear: it aimed to give information to the public generally that a typhoon existed, the movements of which might affect the weather of the Colony and the position of which might materially affect the plans of shipmasters leaving the harbour. The general public would not be greatly interested until the firing of the gun, but it behooved the careful shipmaster to satisfy himself from a perusal of the China Coast Meteorological Register, or by enquiry at the Observatory, that it would be safe to commence a contemplated voyage.

In the course of time, the code was altered in detail, principally with the idea of giving more detailed information of typhoon positions. The signals were duplicated, a set of black signals being added, the colour being used to give a rough idea of distance from the Colony, red signals indicating a distance exceeding 300 miles, and black signals a distance less than 300 miles. The direction of the typhoon with respect to the Colony was only roughly indicated by four symbols, and an obvious advance was made, when by combining the existing symbols in pairs, it was possible to indicate eight directions instead of four.

In 1907, the first departure from the principle of the code was made by the abolition of the typhoon gun and the substitution of three explosive bombs. This was doubtless a material improvement as a signal, but its significance was considerably different, for the firing of the bombs signified that the wind was expected to increase to typhoon force at any moment. Hence the old gale signal had disappeared, and, while the explanation given with the code continued to state that the hoisting of the signals did not necessarily imply bad weather in the Colony, yet no intermediate signal existed between those indicating the existence of a typhoon within 300 miles of the Colony, and that indicating that wind of typhoon force was expected at any moment. This condition of affairs lasted until July 1st, 1917, and as a consequence the black local signals, in spite of all explanatory statements, were regarded as signifying the approach of bad weather and high wind.

To fully appreciate the objects of the present systems, it is now necessary to hark back to the early years of this century, when the question of giving more detailed information as to the position and movement of

typhoons and depression by means of symbols was considered. As a consequence, a system of flags devised by the Shanghai Observatory was adopted and displayed on Blackheads Hill. These flags were replaced by rattan shapes in 1906. Briefly, the principle of this code was to indicate a certain region by a number consisting of three figures; the disturbance was presumed to be situated in this region, and its direction of motion was indicated by a number consisting of two figures. These figures could conveniently be displayed on a yard-arm by means of 3 shapes at one end, and 2 at the other.

The disadvantage of this code was the doubtful location of typhoon positions. "S.W. of Paracels," "S. of Lochoo Islands," are not expressions involving any great exactitude of position, and probably for this reason, the code was not looked upon with any particular favour locally as compared with the Local Signals. It will therefore be seen that in the beginning of 1917 two Codes were simultaneously used in Hongkong, viz. the China Seas Code, giving the position and direction of motion of typhoon or depression centres, and the Local Code giving position of typhoon centres when at certain distances from the Colony. It having been repeatedly stated that the Local Code could not be considered as necessarily implying that bad weather was expected locally, it would seem the obvious thing to replace both codes by one, giving the positions etc. with accuracy, and introduce another code that warned the Colony of the approach of bad weather and gales.

These objects were satisfactorily accomplished by the introduction of the Hongkong Non-Local and Local Codes. The Non-Local Code gave the position of typhoon and depression centres by means of latitude and longitude, the direction of motion, velocity and time to which the signal referred being signalled by appropriate symbols. The Local Code made use of the symbols familiar to the Colony for so many years, but gave them a significance more in keeping with the popular ideas already referred to, i.e. the indication of the probability of gales and consequent bad weather. On June 1st, 1920, to meet the wish for a code uniform with that of Shanghai and Indo-China, the Non-Local Code was discarded and the China Seas Code adopted. The principle of the latter differs slightly from the Hongkong Code.

It should be noted that the China Seas Code, like its predecessor the Hongkong Non-Local Code, is arranged to give very definite information. Unfortunately, owing to various causes, principally distance of the typhoon-centre from reporting stations and telegraphic delays, the position given may be somewhat in error, but is the best that can be given with the data available. At the present time, therefore, the latest information available at the Royal Observatory as to the position, motion etc. of typhoons or depressions is signalled on Blackheads Hill by means of the China Seas Storm Signal Code. Immediately anything is to hand that in any way modifies the signal, the signal is altered accordingly. The Daily Weather Report may possibly contain further details, and should in every case be referred to by shipmasters and others interested. The Local Code gives warning of expected gales, the direction of the gale being denoted by a symbol hoisted at the Observatory, Harbour Office, H. M. S. "Tamar," the Wharf and Godown Co., the Standard Oil Co., at Lai-Chi-Kok and the Field Officers' Quarters at Lyemun. For details, as to the weather expected the forecast for "Hongkong to Gap Rock" should be referred to in the Daily Weather Report.

One further point is worthy of notice. The Local Code gives warning of expected gales, and typhoons are not the only cause of gales. Whatever the meaning of the word typhoon may be, it is used by the weather services of the Far East to designate the sea-born tropical cyclone. Continental depressions are equally capable of providing the necessary wind force, while the N.E. monsoon during winter frequently reaches the force of a gale. The local signals therefore are not quite correctly termed "typhoon" signals, for although they are used principally during the passage of typhoons, they may nevertheless be used to give warning when, from any cause, the wind is expected to blow a gale. It has not been customary during past years to give warnings when the N.E.

LOCAL WEDDING.

HUGHES-CAMERON.

To Tai Church, Hollywood Road, was the scene of a quiet wedding yesterday, Mr. Arnold Hughes, M.A., of Ying Wah College, son of Mr. and Mrs. Hughes of London, being married to Miss Anne Cameron, daughter of Mr. and Mrs. Cameron, of Auchterarder, Perthshire, Scotland. The Rev. Dr. T. W. Pearce officiated. The Rev. H. R. Wells gave the bride away. Mr. J. A. Lupton was best man and Miss Winifred Watkin bridesmaid. The reception was held at Mr. Wells' house, London Mission. The honeymoon is being spent in Japan, Mr. and Mrs. Hughes leaving to-day by the s.s. China.

WARRANT OFFICER'S TRAGIC DEATH.

The death took place under tragic circumstances on Wednesday night of Warrant Officer James Holmes, late of the depot ship Tamar. It is stated that, returning from an evening spent at the Naval Dockyard Club, he fell into the water from the jetty whilst boarding the tug St. Monace to see a friend.

The tragedy passed unnoticed until yesterday morning, when the absence of the deceased led to investigations which disclosed that he met his death by drowning. An Indian constable on duty near the jetty had admitted that on that night he heard a splash as of a body falling into the water, but had taken no notice of the incident. A gang was at work the whole of yesterday in an endeavour to locate the body. The camber was dragged, and divers were sent down, but, up to the time of writing, with no results. The deceased leaves a widow and children who are at Home.

EUROPEANS FINED.

THEFT OF WHISKY AND PISTOL.

Two Europeans, V. Breaux and W. F. Higginson, the cook and mess steward of the American steamer Mulpao, were respectively charged before Mr. R. O. Hutchison at the Police Court this morning with the theft of an automatic pistol and eight quarter bottles of whisky belonging to the Commander of the vessel.

The prosecuting Police Officer, Sergeant Moss, stated that Higginson, who was the Captain's steward and had access to his cabin, broken open the case of whisky and stole therefrom the eight bottles which formed the subject of the charge. He also took an automatic pistol which was given to Breaux, who was keeping a watch outside the cabin during the process of the theft. This happened on Wednesday whilst the ship was at anchor in the harbour. The two men went ashore, taking with them the stolen drinks, and at the Astor House, which they visited, shared the plunder with some cronies. It was whilst the rounds of drinks were being lavishly passed round the circle, that the Captain of the Mulpao made his appearance and took a note of the proceedings which resulted in the present charges being brought. The Captain did not desire that the case should go before the court. His intention had been to put the men in irons on board until the vessel reached Manila where they would be brought before the American authorities. The American Consul who was informed of the intention would not allow this. Either the men had to be freed, he said, or they should be immediately charged at the local Court. The latter course was adopted, and it was stated the men were good workers whenever they were not drunk, which they invariably were when in port.

A fine of \$50, or one month's hard labour, was inflicted on both accused by the Magistrate.

monsoon was expected to reach gale force—neither when a S.W. gale was anticipated owing to the existence of a continental depression to the north of the Colony. For the future, the former should be regarded as a possibility and the latter as a distinct probability.

C. W. J.

NOTICES.

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FOUR SPECIALS FOR ONE WEEK ONLY

Ending Saturday 24th.

These lots will go fast—so we suggest that you buy now.

GENTS' TENNIS SHOES
Special \$1.50 a pair.

"GILLETTE" SAFETY RAZORS
Special \$7.00 a set.

"GILLETTE" RAZOR BLADES.
\$1.25 a dozen.

GENTS' HELMETS
Special 40 per cent. discount.

"IDE" COLLARS
Special \$3.00 a dozen
(broken sizes).

Our loss is your gain—Buy now and save money.

MOTOR BOAT REPAIRS.

WALLA WALLA EMPLOYE STEEL.

In the Summary Court yesterday Mr. Justice J. H. Wood, Plesco Judge, had before him a case in which Mr. Min, trading as the Yee Lee Firm, brass fitters, of 20 Tai Yuan Street, Wanchai, sued Kam Yau, trader, of 65 Praya East, for \$102.57, being amount due for work done and materials supplied.

Mr. Leung Shing was for plaintiff and Mr. D. H. Blake for defendant.

Plaintiff's case was that defendant and a man named Cheung Chuen, employed by a firm, went to him and instructed him to repair Walla Walla No. 1. He debited each of them with the amount ordered by him. He asked defendant several times for payment, but the latter always said his principal had not yet given him the money.

Mr. Blake said Walla Walla No. 1 was owned by a man named Nagel, who made a contract with one Leung Shing to have certain work done. Leung Shing made a sub-contract with plaintiff to help him do part or all of the work. Kam Yau, being No. 1 boy of Mr. Nagel, was there purely to superintend the work on behalf of Mr. Nagel, owner of the boat.

Plaintiff said he did not know Mr. Nagel in the matter at all. The work was ordered by Kam Yau.

Mr. Blake: You did not see Kam Yau a long time ago because you were looking to Leung Shing for the money and now Leung Shing has absconded.

Mr. Blake submitted that plaintiff knew that Kam Yau was merely the No. 1 of the owner of the boat. There was no doubt that a No. 1 had no right to ask for repairs to the boat. He went down to supervise and undoubtedly gave instructions as to how things were to be done. Sometimes Leung Shing was there, and Mr. Nagel himself went down.

Defendant, Leung Kam Yau, described himself as Captain and Chief Engineer of the Walla Walla motor boats. His impression had been that Leung Shing was carrying out all the work. He admitted that plaintiff pressed him for payment. He told plaintiff the matter had nothing to do with him.

Lee Orlando Nagel, salesman employed by J. T. Shaw, Tailor,

THIEF CAUGHT.

IN UNION SOCIETY'S QUARTERS.

Arrangements were completed by two thieves yesterday which had for their object the pillaging of the servants quarters of the Union Insurance Society. With the aid of a false key, the door was opened, and one of the thieves, after having laden himself with a large pile of clothing made a rapid retreat and left his accomplice in the lurch. The realisation of this fact helped the latter to come to the conclusion that, "in for a penny in for a pound," he might as well make a complete job of it by helping himself to the pieces of clothing that were left behind by his confederate. It so happened that he was caught red-handed, and to-day when he was charged before Mr. N. L. Smith he claimed relationship to an old and trusted servant of the Society. This latter said that the thief was only his adopted son whom he had a long time ago turned out of doors for displaying criminal propensities cultivated in the society of bad characters.

A sentence of six weeks' hard labour was inflicted by the Magistrate.

It is about the beginning of 1919 he bought a motor boat called the Tsun Wan, now Walla Walla No. 1. It was simply a wreck, needing a lot of repairs. He entered into a contract therefore with Leung Shing. The amount of the contract was \$700. The boat was purchased in Causeway Bay and was left there for repair. He sent his boy, Kam Yau, down to see that the work was carried out as per contract. He had no idea whether plaintiff did part of the work. Leung Shing was contractor and witness held him responsible for the whole thing. Leung was paid \$300 down before starting the work at all, and witness paid him \$200 more. When the boat was finished the work was not satisfactory. Under a penalty clause, \$10 a day for exceeding the time, Leung would have received nothing if witness insisted. He did not know how much more he would pay Leung if the latter were here to receive it. Plaintiff had never applied to witness for money.

Judgment was given for plaintiff with costs.

KOWLOON NOTES.

(BY "THE FERRYMAN.")

Happily, the weather last week-end was good for tennis. Further progress was made with the League games, but Kowloon teams had rather a bad time. It was distinctly hard lines for the U.S.R.C. to lose their match with H.K.C.C. by the odd game of 99, the more so as both teams had agreed that the tie should count for two matches. Kowloon C.C. again had a reverse in the First Division, though they did quite well to run the Chinese so close as nine games.

In the Second Division of the League, Civil Service wound up their engagements by roundly trouncing K.C.C.'s second string, thus going through the season with an unbroken series of wins. They are to be congratulated on such a fine showing. Wigwam ended their League fixtures by going down to Craigengower after leading in the first two rounds; their record is three wins and three losses.

But if Kowloon hasn't done any too well in tennis, it's quite otherwise in the realm of bowls. Two Kowloon teams now head the League, each with two victories and no matches lost. The Bowling Green Club accounted for Civil Service quite easily, but the accomplishment was K. C. C.'s victory over Tai Koo, who had to acknowledge their first defeat for five years. Who'd have thought it? The K.C.C. bowlers can crow a bit now over their golfing, cricketing and tennis comrades, can't they? But stay, several of these bowlers play the other games as well. May be the explanation is that, as the Club has in other years won the Cricket and Tennis Leagues, they've now determined to concentrate on bagging the Lawn Bowls championship for a change. Good luck to 'em!

A friend has inflicted the following:

They're talking still around the "sill"

Of a Club not far away.

How it was done, how they just won

On the green last Saturday.

At other sports they've had reports

So very hard to bear!

By trundling wood they've now made good

And given Tai Koo a scare.

At golf they swipe, use language ripe.

But seldom a victory get!

At tennis strive with forearm drive.

But always lose—you bet!

Their cricket: men—alas! my pen

I scarcely can control.

But none the less, I must confess

That Kowloon men can BOWL!

My word, the K.C.C. were lucky in getting fine weather

for their open-air concert on Saturday night, for it pelted with rain next morning. Black cats

are notoriously lucky; they brought "joss" to K.C.C. all right. And what a fine little

concert party they are! The whole evening was a huge success. Later on, we could do with another such function. Kowloon still shows the way to Hongkong.

The typhoon signals of the past week didn't bring any holidays to Kowloon folk, after all. Some people are still hoping for the best, though. True, a few timid jaymen had a "lie back," but they got roped in next day. Jury service isn't so easily got out of as that, my boys.

I see that the P.W.D. is repairing Carnarvon Road, which has been badly cut up by contractors' trucks, the tarmac surface being abominably broken by these vehicles. Who pays the bill for repairs of this kind, I wonder. The ratepayers? At Home, where roads are damaged by steam rollers and other heavy vehicles, the local authorities "stick" the people who have caused the mischief.

One of the damaged spots is right in the centre of the road, and last night there was an area of some yards which had been dug up by the P. W. D. workmen and left without a solitary light to mark it. Several rickshas ran right into this "shell-hole" and almost threw the riders out. If somebody had been seriously hurt, there would have been good ground for action at law against the Government. Why will these P. W. D. people not take ordinary precautions?

DAIRY FARM NEWS.

New Shipment of

FROZEN SMOKED FISH

Selected Fillets - 60 cents per lb.

Finnan Haddocks - 50 " " "

Selected Kippers - 40 " " "

Red Herrings - 30 " " "

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ROYALTY BONBONS, 1/2 lb. boxes.

MONT BLANC, 1/2 lb. boxes.

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and other Stores.

WHEN BABY'S TEETH ARE COMING THROUGH

BABY'S OWN TABLETS SAVE
PAIN AND TEARS.

Teething time not only is a trying period to baby but also means much worry to mothers. The little one's gums become swollen and tender; he is cross; does not sleep well; is troubled with constipation, colic or diarrhoea and sometimes even convulsions seize him.

During this period nothing can equal the use of Baby's Own Tablets; the Canadian children's remedy. They regulate the bowels and stomach, and make the teething so easy that the mother scarcely realizes baby is getting his teeth.

"My experience has been that Baby's Own Tablets allay the fever caused by teething and give baby healthy sleep. My baby has always been healthy except for the fever and restlessness accompanying teething and an occasional cold, but the Tablets have proved so beneficial in these cases that I would not be without them," writes Mrs. R. S. Long, of Peachland, British Columbia.

These Tablets are equally healthful and harmless to the youngest infant and the child of eight years or more, curing constipation, indigestion, colic, diarrhoea, simple fever and worms. They are to be had from chemists, also post free at 60 cents the vial from Dr. Williams' Medicine Co., 95 Beethoven Road, Shanghai.

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IN MEN'S

BATHING COSTUMES.

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TO PREVENT WATER FROM
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perature uniform, allows

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A 2758 { The "VAMP" One Step.
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FROM	STEAMERS	HONGKONG	VANCOUVER
Empress of Asia	July 29	Aug. 16	
Monteagle	Aug. 12	Sept. 5	
Empress of Russia	Aug. 25	Sept. 13	
Empress of Japan	Sept. 14	Oct. 5	
Empress of Asia	Sept. 25	Oct. 11	
Empress of Russia	Oct. 21	Nov. 8	
Monteagle	Oct. 26	Nov. 19	
Empress of Japan	Nov. 9	Nov. 30	
Empress of Asia	Nov. 18	Dec. 6	
Empress of Russia	Dec. 16	Jan. 3	

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S.S. "WEST MINGO" Last half of August, for Baltimore via Manila and
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S.S. "JACOB" Wednesday July 24th, for Calcutta via Singapore, Penang
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VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	Aug. 10th (from Y'hamo)
TENYO MARU	22,000	Aug. 11th
SHINYO MARU	22,000	Sept. 6th
PERSIA MARU	9,000	Sept. 17th
KOREA MARU	20,000	Sept. 30th

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO.
MOLLENDU, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.

STEAMERS	TONS	LEAVE HONGKONG
ANYO MARU	18,500	Sept. 9th
SEIYO MARU	14,000	Nov. 9th

For full information regarding passengers, freight, and sailings
apply to—

Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.
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15,000 tons. 11,000 tons. 10,000 tons.

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SAN FRANCISCO

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"COLORADO SPRINGS" 24th July.
"GREENLAND" 15th August.

For SINGAPORE & JAVA.

"EDITOR" 29th July.

"WEST IVIS" 7th August.

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"MELVILLE DOLLAR" ... SEPT. 17TH.
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SAMARANG

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THE ABOVE NAMED PORTS
NEXT SAILING

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Corporation. Through B/L issued to any port or
common point destination in America or Canada.

For particulars and bookings apply to—

THE ROBERT DOLLAR CO.

Tel. 792 RAY E. GUNN Gen. P. O. Bldg.
795 Manager.

SAILING DATES.

EUROPE, U.S.A., ETC.

Altai M.	O. S. K.	July 23
Nikko M.	N. Y. K.	July 23
Burma M.	O. S. K.	July 23
Devanah	P. & O.	July 24
W. Hsanyampo	P. S. Co.	July 24
Altai M.	O. S. K.	July 24
Wheatland	P. S. Co.	July 25
Tokushima M.	N. Y. K.	July 25
Pawlet	P. S. Co.	July 26
Koboko M.	O. S. K.	July 27
Kaketicut	P. S. Co.	July 28
Eldridge	P. S. Co.	July 29
Iyo M.	N. Y. K.	July 29
E. of Asia	C. P. O. S.	July 29
Lowther C.	D. & Co.	July 29
City of Oran	E. L.	July 31
Siam M.	O. S. K.	B. Aug.
Grace D.	R. D. Co.	Aug. 3
West Montop	L. A. Co.	Aug. 3
Peking	B. L.	Aug. 6
Kalyan	P. & O.	Aug. 7
Taiyuen	B. & S.	Aug. 8
Penang M.	N. Y. K.	Aug. 9
Atsuta M.	N. Y. K.	Aug. 10
Siberia M.	T. K. K.	Aug. 10
Tanjo M.	T. K. K.	Aug. 11
Monteagle	C. P. O. S.	Aug. 12
West Ivan	F. W. Co.	Aug. 12
Mexico M.	O. S. K.	Aug. 13
Toyoohashi M.	N. Y. K.	Aug. 15
Greenland	S. & D.	Aug. 15
Saucon	P. S. Co.	Aug. 15
Aki M.	N. Y. K.	Aug. 18
Nanking	C. M. Co.	Aug. 19
C. of Spokane	P. & O.	Aug. 19
Harold D.	R. D. Co.	Oct. 9
West Hixton	L. A. Co.	Oct. 10
Eastern	P. & O.	Aug. 30
Africa M.	O. S. K.	Aug. 31
Coaxet	P. S. Co.	Aug. 22
West Hika	L. A. Co.	Aug. 25
Delight	F. W. Co.	Aug. 25
Birmingham	B. L.	Aug. 27
Nile	C. M. Co.	Aug. 28
T. ba	J. C. J. L.	B. Sept.
Shinyo M.	T. K. K.	Sept. 6
Ningchow	B. L.	Sept. 6
Alps M.	O. S. K.	Sept. 7
Kansas	B. L.	Sept. 10
Fushimi M.	N. Y. K.	Sept. 11

JAPAN, COAST PORTS, ETC.

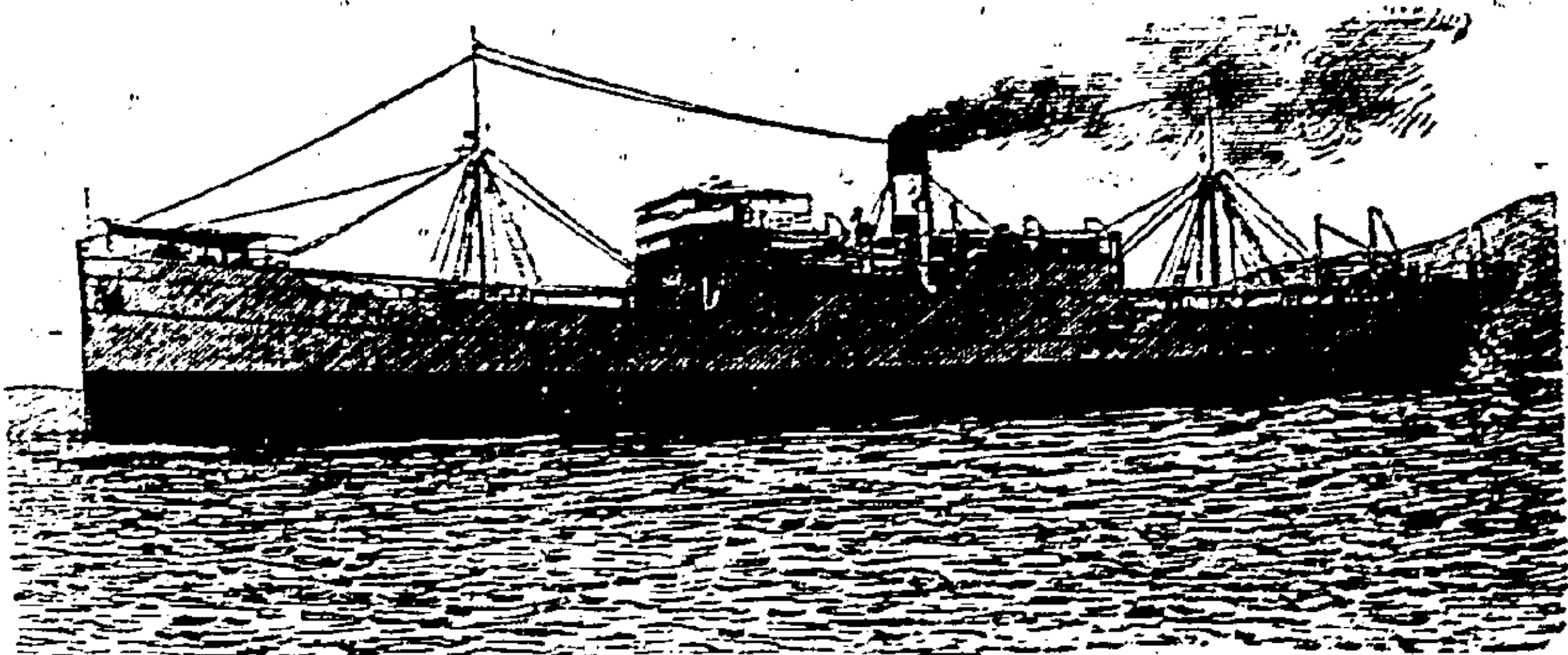
Wingsang	J. M. Co.	July 23
Haiching	D. L. Co.	July 23
Shin-i M.	N. Y. K.	July 23
Sinkiang	B. & S.	July 23
Tjisalak	J. C. J. L.	July 24
Yingchow	B. & S.	July 24
Takada	P. & O.	July 25
Kaijo M.	O. S. K.	July 25
Choysang	J. M. Co.	July 25
Hopsang	J. M. Co.	July 25
Tjiliwang	J. C. J. L.	July 25
Hailong	D. L. Co.	July 27
Szechuen	B. & S.	July 27
Laisang	J. M. Co.	July 27
Kanchow	B. & S.	July 27
Chipsang	J. M. Co.	July 27
Tak-sang	J. M. Co.	July 28
Torilla	P. & O.	July 28
Luzon M.	O. S. K.	July 28
Tatsuno M.	N. Y. K.	July 28
Chaksang	J. M. Co.	July 28
Hangsang	J. M. Co.	July 28
Sosha M.	O. S. K.	July 29
Editor	S. & D.	July 29
Suming	B. & S.	July 29
Kaga M.	N. Y. K.	July 30
Haihong	J. M. Co.	July 30
Penang M.	N. Y. K.	B. Aug.
Unnan M.	O. S. K.	Aug. 1
Tjilatjap	J. C. J. L.	Aug. 3
Taming	B. & S.	Aug. 3
Tjiljan	J. C. J. L.	Aug. 3
Nagato M.	N. Y. K.	Aug. 5
Tjibini	J. C. J. L.	Aug. 6
Haiyang	J. M. Co.	Aug. 7
Tjiboot	J. C. J. L.	Aug. 11
Tango M.	N. Y. K.	Aug. 21

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TRANS PACIFIC FREIGHT SERVICE.
HONGKONG

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Due Inwards	About	Sailing	About
S.S. WEST MONTOP	July 31	S.S. WEST MONTOP	Aug. 3
S.S. WEST HIKA	Aug. 22	S.S. WEST HIKA	Aug. 25
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

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S.S.	Tons	From Hong-kong (about)	Destination
DEVANHA KALYAN	8,100	25 July, noon	Singapore, Penang, Colombo, Bombay, Port Said, Marseilles, London and Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,200	28th July, 1 p.m.	(Calcutta via Singapore) Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	20th Aug.	Sundakan Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

TAKADA	9,000	25th July	Shanghai, Kobe & Yokohama.
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WIRELESS ON ALL STEAMERS.

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TOYOHASHI MARU (Calling Manila) Sun., 15th Aug., at 11 a.m.
KASHIMA MARU (Calling Manila) Mon., 16th Aug., at 11 a.m.
FUSHIMI MARU Saturday, 14th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.
ITO MARU Thursday, 25th July, at noon.
ATSUTA MARU Tuesday, 10th Aug., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.
MARSEN LES & LIVERPOOL via Suez, Port Said & Port Said.

AWA MARU Friday, 23rd July.
TOKUSHIMA MARU Sunday, 25th July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU Friday, 23rd July, at 11 a.m.
AKI MARU Wednesday, 18th Aug., at 11 a.m.

NEW YORK via Suez Canal.
AKITA MARU Thursday, 26th August.

SOUTH AMERICAN PORTS via Suez, Port Said, Calcutta & Cape.
PENANG MARU Monday, 9th August.

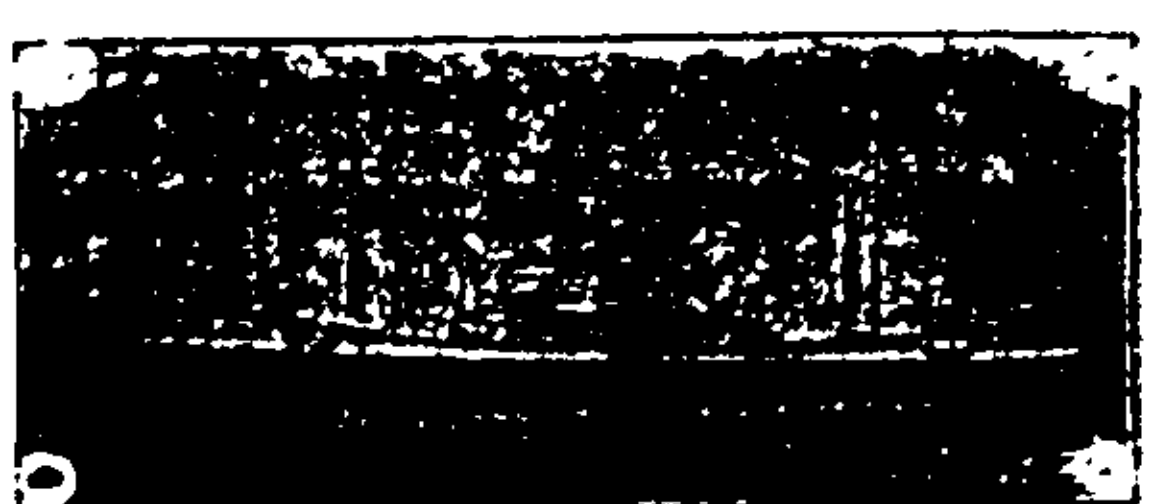
BOMBAY & COLOMBO via Singapore.
SHIN-1 MARU Friday, 23rd July.
TENSHIN MARU Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.
TATSUNO MARU Wednesday, 23rd July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU Saturday, 21st Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KAGA MARU Friday, 30th July, at 11 a.m.
SHINGO MARU Saturday, 31st July.

For further information apply to **NIPPON YUSEN KAISHA.**
 Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjisalak	Java	in port	24th July	Yokohama.
Tjilawong	Java	31st July	26th July	Shanghai.
Tjilalap	Java	31st July	3rd Aug.	Swatow.
Tjikini	Java	1st Aug.	6th Aug.	Shanghai.
Haiyang	Java	2nd Aug.	7th Aug.	Java.
Tjileboet	Java	8th Aug.	11th Aug.	Yokohama.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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JAVA PACIFIC LIJN.
 NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	To
Araken	Java	29th July	30th July	San Fcisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION. LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.
"ATLAS MARU" (Call Marseilles) 25th September.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"MEXICO MARU" Friday, 13th August.
"CHICAGO MARU" 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"BURMA MARU" Friday, 23rd July.
"SIAM MARU" Bag of August.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.
"UNAN MARU" Sunday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
"KOHOKU MARU" Tuesday, 27th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"AFRICA MARU" 21st August.
NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"ALTAI MARU" Saturday, 24th July.
SAN FRANCISCO & NEW ORLEANS.

JAPAN PORTS—Mojji, Kobe, Yokkaichi & Yokohama.
"LIZON MARU" Wednesday, 23rd July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAJIO MARU" Sunday, 25th July.
TAKAO via SWATOW & AMOY. Thursday, 29th July.

"SOSHU MARU" For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

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HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	10th July	15th July
TAIYUAN	3rd Aug.	8th Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

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(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

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LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	20th Sept.

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NEW YORK VIA PANAMA CANAL.

S.S. "LOWTHER CASTLE"

Sailing on or about 31st July.

S.S. "EGREMONT CASTLE"

Sailing on or about 12th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "HUNGARIA" Sailing on or about 31st August.**S.S. "INNSBRUCK"** Sailing on or about 1st September.**BRINDISI, VENICE & TRIESTE.**

TAKING CARGO ON THROUGH BILLING TO

LEVANT, BLACK SEA & DANUBE PORTS

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" Sailing on or about 9th August.**S.S. "INNSBRUCK"** Sailing on or about 6th September.**S.S. "HUNGARIA"** Sailing on or about 3rd October.**NANYO YUSEN KAISHA LTD.**

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, "RIOJUN MARU"

Sailing on or about 30th July.

For JAPAN, S.S. "BORNEO MARU"

Sailing on or about 2nd August.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIJUN KAISHA)

Steamship services Trans-Pacific

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apex Lines.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Hopsang	Sun., 25th July at 4 p.m.
SHANGHAI	Choysang	Sun., 25th July at 4 p.m.
TIENTSIN	Chipsang	Tues., 27th July at 4 p.m.
MOJJI & Kobe	Laisang	Tues., 27th July at 5 p.m.
SHANGHAI	Haagsang	Wed., 28th July at 4 p.m.
HAIPHONG via Hoihow	Taksang	Wed., 28th July at 5 a.m.
STRAITS & Calcutta	Chaksang	Wed., 28th July at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sanlakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched for the STRAITS and CALCUTTA, on Monday, July 28th, at 3 p.m.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Yingchow	24th July at 4 p.m.
AMOY, SHAI & PUKOW	Szechuen	27th July at 10 a.m.
SWATOW & BANGKOK	Kanchow	27th July at 11 a.m.
SHANGHAI	Sunning	29th July at noon.
SHANGHAI & TSINGTAO	Chenan	31st July at 4 p.m.
MANILA, CEBU & ILOILO	Taming	3rd Aug. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation and ships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'koz via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong July, 23, 1920.

Agents.

DOUGLAS STEAMSHIP CO., LD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND POOCHOW AND RETURN.
 (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Maiching	A. H. Stewart	FRI., 23rd July at 2 p.m.
Haichong	J. S. Thomson	TUES., 27th July at 2 p.m.
Haichow	W. C. Passmore	FRI., 30th July at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
 For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Suez	31st July
"CITY OF OMAN"	via Suez	27th Aug.
"BIRMINGHAM CITY"	via Suez	6th Sept.
"KINGSTON"	via Suez	20th Sept.
"CITY OF DUNKIRK"	via Suez	

* Calls also at Borton.
 Steamers proceed via Suez Canal or Panama Canal (at discretion).
 Subject to change without notice.

For freight and passage apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON

SHIPPING:

VESSELS ARRIVED.

The s.s. **GRACE DOLLAR** arrived in port yesterday with 7,000 tons of general merchandise for Hongkong from Vancouver. She brought no mails.—Mooring A 3.

The **ARCHER**, consigned to the Pacific Mail Steamship Co., came in yesterday from San Francisco with 1,100 tons of cargo for the Colony and 3,000 tons for other ports.—Mooring A 23.

From Saigon the **NOR-WEGIAN** vessel Drufar consigned here this morning, 3,650 piculs of rice for the Colony. There were on board 216 Chinese deck passengers.—Mooring C 42.

The M.B.N.'s **MYOGISAN M.** arrived yesterday from Mike with 3,035 tons of coal.—Mooring B 31.

The O.S.K.'s **KAIJO M.** had on board yesterday 15 tons of tea, 29 tons of general merchandise and 1,050 tons of coal.—Mooring O.S.U. Wharf.

The O.S.K.'s **ALTAI M.** arrived this morning from Sourabaya with 3,300 tons of through general cargo.—Mooring A 6.

From Port Louis (Mauritius) the Chinese-owned **KWAH KUN** brought yesterday noon 600 tons of sugar cane and 40 tons of dried fish for the Colony. She carried 215 deck passengers. Mooring C 47.

PASSENGERS DEPARTED.

Per s.s. **CHINA**—Mr. R. Adamson, Mr. C. Bonenker, Mr. J. H. Capt. Corcoran, Mr. J. F. R. Dorrin, Mr. R. S. Elise, Mr. and Mrs. A. Hughes, Capt. J. S. Horne, Mr. C. Humphreys, Mr. T. Hen, Mrs. C. Hen, Miss Z. A. Hen, Miss F. Hen, Miss D. F. Hen, Miss Z. A. Hen, Mr. J. Haber, Mr. E. Klemmer, Mr. C. N. Leary, Mr. V. A. M. Luz, Mr. J. Maneman, Dr. G. W. McKean, Mr. & Mrs. Ritchie, Mr. & Mrs. G. A. Robinson, Mr. & Mrs. A. P. Simos, Mr. & Mrs. L. C. Smith, Mr. B. Smith, Mr. A. Martins de Silver, Mr. M. Silver, Mr. G. Silver, Mr. Felix Silver, Mr. & Mrs. W. Turner, Mrs. A. M. G. Weber.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. **CALCUTTA M.** (Hamburg Line) left Rotterdam for this port via Suez on the 3rd June, and is expected here on the 11th August.

The R.M.S. **MONTEAGLE** left Vancouver for Hongkong, via Japan ports, Shanghai on the 10th July and is due here on or about the 5th August.

The N.Y.K. s.s. **SHINGO M.** (Calcutta Line) left Calcutta for this port via Rangoon & Singapore on the 11th July and is expected here on the 30th July.

The N.Y.K. s.s. **TATSUNO M.** (Calcutta Line) left Kobe for this port via Moji on the 17th July and is expected here on the 24th July.

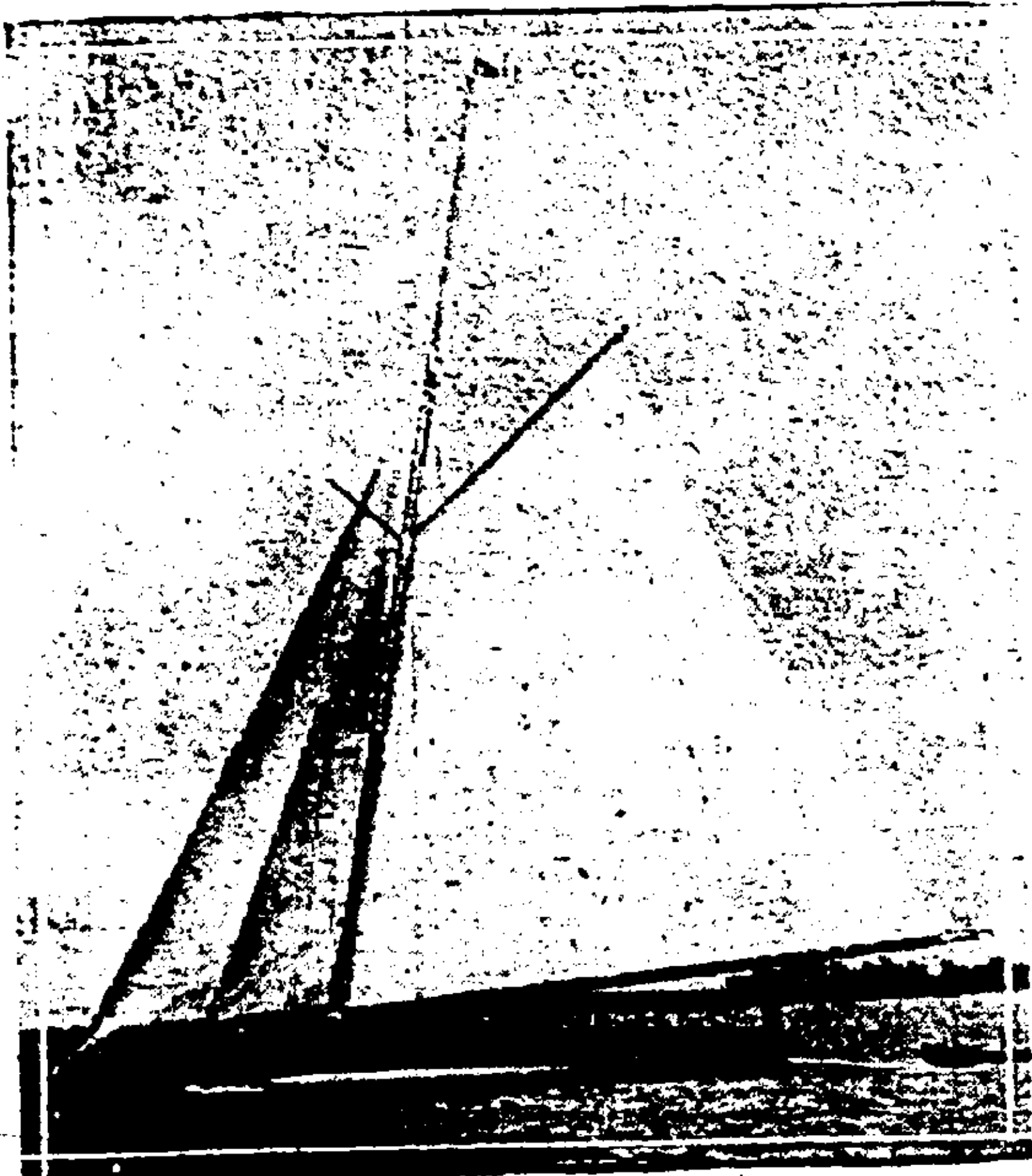
The N.Y.K. s.s. **IYO MARU**, (European Line) left Kobe for this port via Moji and Shanghai, on the 19th July, and is expected here on the 28th July.

The T.K.K. s.s. **TENYO M.** arrived at Yokohama, on the 19th inst., and sails on the 22nd inst., for Hongkong via Manila being due at this port August 3rd, in accordance with schedule.

The N.Y.K. s.s. **TOKUSHIMA MARU** (Liverpool Line) left Shanghai for this port on the 21st July and is expected here on the 24th July.

The N.Y.K. s.s. **BOMBAY M.** (Bombay Line) left Bombay for this port direct on the 20

TO-DAY'S PICTURES.



THE AMERICA CUP CHALLENGER.

Shamrock IV in a stiff breeze off City Island, N. Y.



SIR THOMAS LIPTON.



THE PRINCE'S TOUR.

The Prince of Wales and Staff attend divine service on H. M. S. Renown.



LIPTON'S ADVISERS.

Above (left) is seen Col. Duncan F. L. Neill, nautical adviser to Sir Thomas Lipton, and Capt. A. B. Turner.



CAPT. BURTON.

the skipper of Shamrock IV.



ROYAL FLYERS IN CROSS CHANNEL FLIGHT.

Recently the King and Queen of Belgium flew to England to attend the Curzon wedding, crossing the Channel in rain and mist. Above they are shown landing at Farnborough. The Queen is shaking hands with Lieut. Crombez, their pilot.

DOINGS OF THE DUFFS

No Need Asking Where He Was Fishing.

BY ALLMAN



